

## **8.0 CONSULTATION AND COORDINATION**

Coordination and consultation have been conducted with a number of other entities, including the following:

### **Biology**

Caltrans biologist Jennifer Gillies conducted a jurisdictional wetland delineation in November 1999 that was verified by the U.S. Army Corps of Engineers (ACOE) July 11, 2000. Caltrans has also conferred with CDFG, who has determined that construction activities in the drainages would not require a streambed alteration agreement. Currently, Caltrans and FHWA are consulting with USFWS on the elderberry shrubs within the project area.

### **Cultural Resources**

As part of the cultural resources investigation, Caltrans coordinated with the following parties:

- State Historic Preservation Officer
- Native American Heritage Commission
- Native American representatives
- El Dorado County Pioneer Cemeteries Commission
- El Dorado County Historical Museum
- El Dorado County Historical Society
- El Dorado County Planning Department

### **Public Workshop**

A public workshop will be held during circulation of the public review draft Initial Study/Environmental Assessment.

## **9.0 SUMMARY OF MITIGATION MEASURES, STANDARD PRACTICES, PERMITS AND OTHER NECESSARY COORDINATION**

The following section details mitigation measures and standard practices that will be implemented to reduce the identified project impacts. Implementation of these measures and standard practices will result in the project having no significant adverse impacts to the human and natural environment.

### **Visual Quality**

- Visual enhancements and graffiti prevention, such as landscaping, will be incorporated into soundwall design.

### **Air Quality**

- Caltrans Standard Specifications (Section 7-1.01F, Air Pollution Control and Section 10.1, Dust Control), a required part of all construction contracts, require the contractor to comply with El Dorado County Air Pollution Control District and other local jurisdiction rules, regulations, ordinances, and statutes.

### **Biological Resources**

- Construction of a soundwall may require removing one elderberry shrub. Caltrans and FHWA have initiated formal consultation pursuant to Section 7 of the Endangered Species Act as amended (1973) with USFWS to address the potential effects and required conservation measures. The Section 7 consultation also considers the elderberry shrubs along the shoulder of the highway. Mitigation measures in the USFWS BO could include: 1) transplanting the affected elderberry plant to a USFWS-approved compensation area and 2) planting additional elderberry seedlings or cuttings and associated native species at a USFWS-approved compensation area, or purchasing credits in a USFWS-approved mitigation bank.
- For all other elderberry shrubs in the project area, an ESA will be designated on project plans with a 6.09 m (20 ft) setback or to the paved shoulder, whichever is further. The contractor will be instructed to avoid these areas.
- Pursuant to CDFG's Oak Protection Guidelines, Caltrans will plant acorns or oak seedlings at a replacement ratio of 5:1 for oak trees > 2 inches dbh impacted and 1:1 for oak trees < 2 inches dbh. Per CDFG guidelines, Caltrans will maintain the oak plantings for a period of five years and Caltrans will complete a five-year Maintenance and Monitoring Plan. A minimum of 80 percent success rate (survival rate) at the end of the five-year monitoring period is recommended. Any trees planted, as remedial action for failure of initial planting, will be monitored by Caltrans for five years in a similar fashion to the initial planting.
- The project would impact approximately 0.01 ha (0.03 ac) of perennial wetland and 0.05 ha (0.13 ac) of seasonal wetland where soundwalls would be constructed. Caltrans will mitigate these wetland impacts at its Beach Lake Mitigation Bank if soundwalls are constructed.
- Cliff Swallow nests at Clarksville Road Undercrossing and Bass Lake Road Undercrossing will need to be removed prior to construction. The nests will be removed outside of the nesting season, prior to March 1 and after September 15, and continually removed during the nesting season to prevent nesting.

### **Cultural Resources**

It is Caltrans policy to avoid cultural resources whenever possible. The following mitigation measures shall be implemented for this project:

- At certain culturally sensitive areas adjacent to the project area, all construction and related activities will take place within the highway median only. No parking, staging, or construction will occur outside the median area in this location. These instructions will be added to the Resident Engineer's Pending File and included on the contractor's plan and profiles.
- If previously undetected subsurface materials (e.g., bones, artifacts including arrowheads, bottles, etc.) are encountered during project construction, it is Caltrans policy (Environmental Handbook, Volume 2, Chapter 7) that work temporarily cease in the area of the find and that the contractor contact the Caltrans District Environmental Branch immediately. A qualified archaeologist will assess the significance of the finds and determine an appropriate course of action in consultation with the State Historic Preservation Officer.
- Should project plans change to include any unsurveyed property, additional investigation will be necessary.
- If human remains are unearthed during construction, State Health and Safety Code Section 76050.5 states that no further disturbance shall occur until the county Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. The District 3 Environmental Planning Branch shall be notified immediately (Environmental Handbook Section 1-2.2 and 7-8).

### **Water Quality**

- The contractor will be required to comply with water pollution protection provisions of Section 7-1.01G of Caltrans Standard Specifications and the NPDES permit for Caltrans, as well as Section 20-3, "Erosion Control" of Caltrans Standard Specifications. As part of the NPDES permit, Caltrans will develop and implement a Storm Water Pollution Prevention Plan (SWPP) for the project. These practices will provide adequate protection of water resources and associated habitats.

### **Hazardous Materials**

- Removal and proper disposal of asbestos-containing materials from structures will be performed by a licensed and certified asbestos abatement contractor in conjunction with the planned structure renovation work.
- A preliminary site investigation will be conducted prior to construction to identify levels of aerially deposited lead (ADL). If ADL is encountered, earthwork involving materials containing ADL shall conform to the provisions in Section 19, "Earthwork," of Caltrans Standard Specifications and of Special Provisions for "Aerially Deposited Lead." Caltrans

will require the contractor to prepare and implement a project-specific Lead Compliance Plan to prevent or minimize worker exposure to ADL while handling material containing ADL. The Lead Compliance Plan will be prepared in compliance with Title 8, California Code of Regulations, Section 1532.1 "Lead." The Plan will include monitoring, and average ADL concentrations shall not exceed 1.5 microgram per cubic meter of air per day. If concentrations exceed this level, the contractor shall stop work and modify the work to prevent release of ADL. The Plan will also include safety training for construction personnel. Excavation, reuse, and disposal of material with ADL shall be in conformance with all rules and regulations of responsible state and federal agencies.

- The contractor will be required to comply with Caltrans standard special provisions for removal of the existing yellow traffic stripe material in the project area and its disposal at a Class 1 disposal facility.
- The final project design and construction will be in conformance with all conditions and requirements set forth in the National Pollutant Discharge Elimination System (NPDES) storm water permit adopted by the California Regional Water Quality Control Board, Central Valley Region for Caltrans projects.

#### Noise

- Two soundwalls (SW-1 and SW-2 in Appendix A) are recommended to reduce projected noise levels as a result of the project. Soundwall #1 would be located at approximately PM 5.45 to PM 5.79 and Soundwall #2 would be located at approximately PM 5.86 and PM 6.23. Soundwalls #1 and #2 would have respective lengths of approximately 548 m (0.34 mi) and 580 m (0.36 mi). Heights would range from 3.1 m to 4.9 m (10 ft to 16 ft). Calculations based on preliminary design data indicate that the barriers would reduce noise levels by 5 dBA for 12 residences at Soundwall #1 at a cost of \$31,000-\$35,000 per residence, and 16 residences at Soundwall #2 at a cost of \$31,000-\$33,000 per residence.
- Temporary construction noise from contractor equipment and construction activities would be regulated by Caltrans Standard Specifications, Section 7-1.01I, Sound Control Requirements. This section requires the contractor to comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

- If blasting is required, blasting will be performed in accordance with Caltrans Standard Specifications (including Sections 7-1.10 and 19-2.03). The specifications and special provisions developed for blasting will address safety issues and avoidance of damage to existing pavement, utilities, subdrains, structures, and other natural and human-made features.

#### **Public Services and Utilities**

- Caltrans will coordinate with utility companies affected by project construction.
- Utility and service companies will notify affected properties in advance of any service disruption.
- Caltrans will notify fire, law enforcement, and ambulance services of the construction schedule and will keep them informed of any planned or potential detours.

#### **Construction Traffic**

- Caltrans will prepare a Transportation Management Plan that will be implemented by the contractor.
- Caltrans will prepare a contingency detour plan in the event that blasting operations require traffic to be rerouted temporarily onto local roads.

#### **Permits Required**

Unless otherwise noted above, the Office of Environmental Management (Sacramento) will obtain the following permits:

- National Pollution Discharge Elimination System (NPDES) General Construction Permit from State Water Resources Control Board.
- Section 404, Water Quality Act from U.S. Army Corps of Engineers.
- Section 401, Water Quality Act from Regional Water Quality Control Board.

### **10.0 LIST OF PREPARERS**

Mike Auslam, Associate Transportation Engineer, BS Engineering California State University Sacramento, 20 years experience at Caltrans in Design, Construction and Traffic Operations.

Alicia Beyer. North Region Hazardous Waste Office Coordinator. B.S. Civil Engineering, Chihuahua State University – Mexico and M.S. Environmental Studies & Hazardous Waste, University of Texas at El Paso. Four years experience in hazardous waste management and three years experience in environmental analysis/coordination.

Jody Brown. Associate Environmental Planner, Archaeology. B.A. University of California, Berkeley, Anthropology (Archaeology) and M.A. University of Michigan, Anthropology (Archaeology). Eighteen years of archaeological experience, 10 of them in California.

David Buehler, P.E., Sr. Noise Analyst. B.S. Civil Engineering, California State University, Sacramento; Jones & Stokes Associates. 19 years experience performing environmental noise studies.

Rajive Chadha, Environmental Engineer, B.A.Sc. (Civil Engineering), University of Ottawa, 10 years of experience performing hazardous waste studies.

Michael L. DeWall, Transportation Engineer, P.E. (Civil); B.S. Civil Engineer, California State University, Chico; M.S. Engineering Management, Air Force Institute of Technology; seventeen years of engineering experience in construction management, design, public works, and facility operations and maintenance.

Marsha Freese. Landscape Architect Associate. B.S. Landscape Architecture, Iowa State University, Ames, Iowa. Masters in Business Administration, University of Phoenix, Fountain Valley, CA. Twelve years in city planning/environmental analysis, twelve years in landscape architecture, two years in visual analysis.

Japtej Gill, Transportation Engineer, B.S. Civil Engineering, California State University, Sacramento; CT/Civil; five years experience performing Caltrans Environmental Engineering studies.

Jennifer Gillies, District Biologist, B.S. Biological Studies (emphasis botany), San Francisco State University, 10 years of experience performing biological studies.

James N. Lee, Transportation Engineer, BSc. (Hon.), University of Westminster, London; MPhil, University of Westminster, London; PhD, Civil Engineering, University of Texas at Austin, PE (Texas); seventeen years in pavement and geotechnical engineering and research in Caltrans and the private sector.

Nancy MacKenzie, Associate Environmental Planner/Project Environmental Coordinator, Masters candidate, Anthropology, California State University, Sacramento; B.A. English Literature, minor Archaeology, Austin College, Texas; 10 years experience in environmental analysis and coordination; three years experience preparing community impact assessments.

David Stanek, Transportation Engineer. B.S. Civil Engineering, M.S. Civil Engineering, University of California, Davis. Four years experience in traffic operations analysis and design.

## 11.0 BIBLIOGRAPHY

### California Department of Transportation (Caltrans)

- 2001 Air Quality Analysis Report. February 28, 2001.
  - 2000 Community Impact Assessment. December, 2000.
  - 2001 Cumulative and Growth-Inducing Impact Analysis. March, 2001.
  - 2000 Hazardous Waste Initial Site Assessment (ISA) and Asbestos Containing Materials (ACMs) Site Investigation. February 7, 2000.
  - 1999 Historic Property Survey Report, Negative Findings. October 19, 1999.
  - 2001 Natural Environmental Study Report. February, 2001.
  - 1999 Preliminary Drainage Report. May 3, 1999.
  - 2000 Preliminary Geotechnical Report. January 5, 2000.
  - 1998 State Route 50 Transportation Concept Report. April, 1998.
  - 2001 Traffic Operations Study Report. February, 2001.
  - 2000 Visual Impact Assessment. April 20, 2000.
- 1994 El Dorado County Assessor's Office. Williamson Act Lands. 1994.
- 1999 El Dorado County Transportation Commission. Park-and-Ride Facilities Master Plan, Technical Memorandum #1 Existing Conditions. August 6, 1999.
- 1996 El Dorado County Transportation Commission. Regional Transportation Plan for El Dorado County. 1994, Reaffirmed December 12, 1996.
- 1997 El Dorado County Transportation Commission. U.S. 50 Corridor Major Investment Strategy. December 1997.
- 1998 Hoyt Company in association with Korve Engineering, Highway 50 Corridor Capacity Study, Draft, October 6, 1998.
- 2001 Jones & Stokes. Noise Study Report: U.S. Highway 50 median lanes from El Dorado Hills Boulevard to Ponderosa Drive/South Shingle Road. March 15. (J&S 00-453) Sacramento, CA. Prepared for California Department of Transportation, District 3, Sacramento, CA.
- 1998 PAR Environmental Services, Inc. Initial Study/Environmental Assessment for the Proposed U.S. Highway 50 Sunrise Boulevard to El Dorado Hills Boulevard HOV Lanes Project, Sacramento and El Dorado Counties, California, Final Report (SCH No. 98072047). September 28, 1998. California Department of Transportation, Lead Agency.
- ### Sacramento Area Council of Governments (SACOG)
- 1999 Metropolitan Transportation Plan covering Sacramento, Yolo, Sutter, Yuba, Placer and El Dorado Counties, adopted July 15, 1999.
- 1999 Population, Housing, and Employment Projection Data 1990-2022. February, 1999.

1997 U.S. 50 Corridor Major Investment Strategy, December 1997.

Personal Communications:

Molly Penberth, California Department of Conservation, Land Conservation Unit, October 21, 1999.

Roger Trout, El Dorado County Planning Department, October, 1999.



## **APPENDIX A**

### **Noise Monitoring and Modeling Positions and Proposed Soundwall Locations**

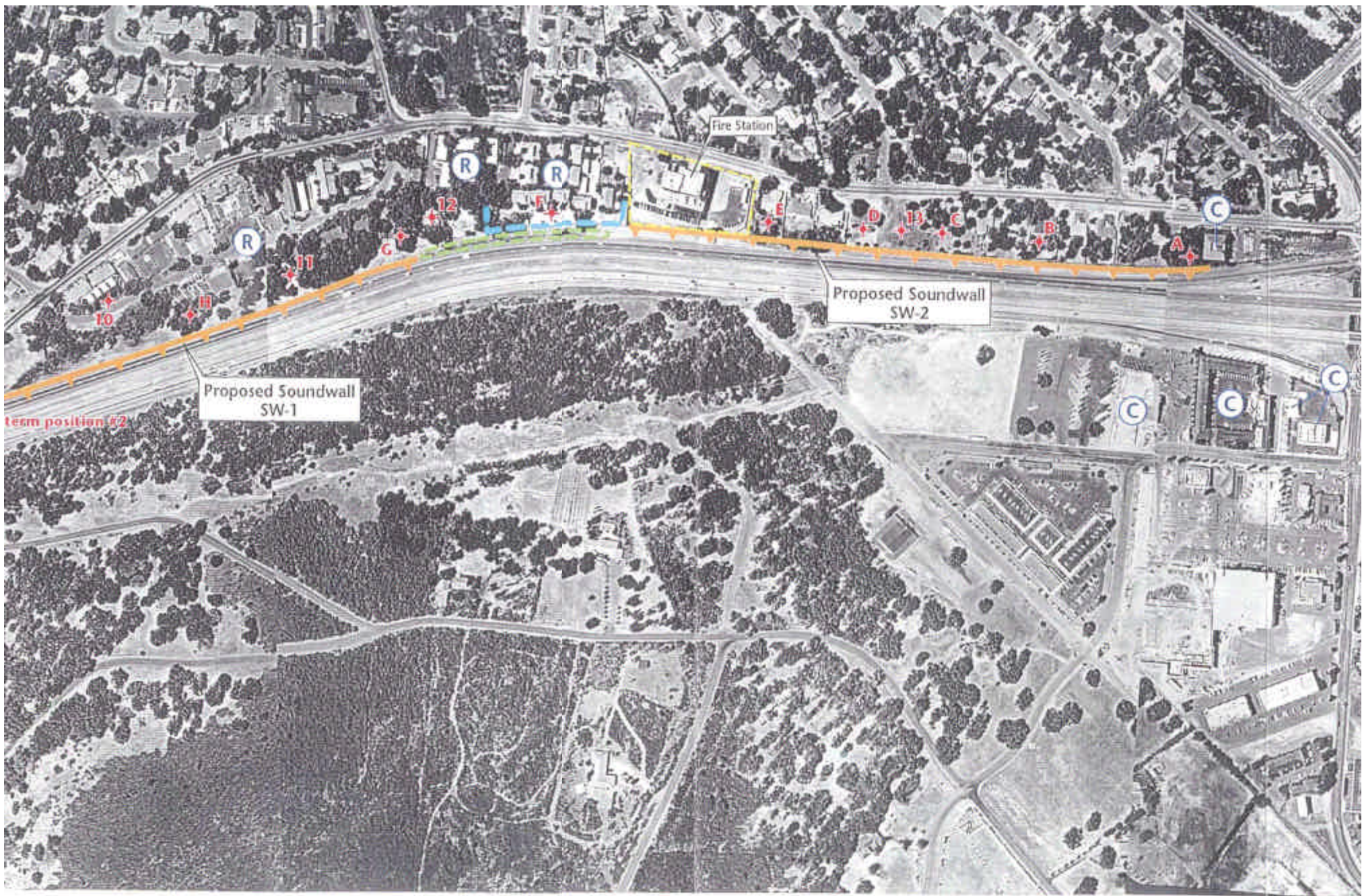


- Existing soundwall
- Existing berm
- Existing hill
- Proposed soundwall

- Noise monitoring location
- Noise modeling location
- Specific use area

- Commercial use area
- Residential subdivision or complex
- School





- Existing soundwall
- Existing berm
- Existing hill
- Proposed soundwall

- +<sup>S</sup> Noise monitoring location
- +<sup>A</sup> Noise modeling location
- Specific use area

- C Commercial use area
- R Residential subdivision or complex
- S School



## **APPENDIX B**

### **Concurrence Letters From Office of Historic Preservation**

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-8624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov



February 6, 2001

Reply To: FHWA001204A

Mr. Michael G. Ritchie  
Division Administrator  
Federal Highway Administration  
980 Ninth Street, Suite 400  
Sacramento, CA 95814-2724

Project: **03-ED-US.50, 0.9/8.6; P33913; Proposed U.S. Highway 50 Median  
Widening, El Dorado Hills, El Dorado County, California**

Dear Mr. Ritchie:

The purpose of this letter is to correct several errors that inadvertently appeared in my December 28, 2000 letter to you regarding the above-cited undertaking. This present letter is intended to supercede and replace that previous letter.

In accordance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) has made findings of National Register eligibility and effect for properties located within the Area of Potential Effects (APE) of the undertaking cited above. You have asked for my comments on these findings.

**UNDERTAKING APE AND IDENTIFYING HISTORIC PROPERTIES**

FHWA's delineation of the undertaking's APE and its efforts to identify historic properties within this APE are satisfactory.

**PUBLIC PARTICIPATION**

FHWA's efforts to involve Native Americans and other members of the interested public in the consultation process for the undertaking are satisfactory.

**DETERMINATIONS OF NATIONAL REGISTER ELIGIBILITY**

P-9—945: In a letter dated March 18, 1999 I agreed that this isolated rock fence segment was ineligible for inclusion in the National Register of Historic Places (NRHP) due to a lack of integrity.

P-9—946: In a letter dated March 18, 1999 I agreed that this segment of 1940 U.S. Highway 50 (State Route 11) was ineligible for inclusion in the NRHP due to a lack of integrity.

I agree that the bridge structures included in the following list, designated Category 5 in the Caltrans Local Bridge Survey (1988), are all NRHP-ineligible because they are all less than 50 years old:

Latrobe Road Undercrossing (#25-0071L/R/S – built 1965)  
Clarksville Road Undercrossing (#25-0072L/R – built 1965)  
Bass Lake Road Undercrossing (#25-0073L/R – built 1966)  
Shingle Springs Overcrossing (#25-0074 – built 1969)  
Cambridge Road Overcrossing (#25-0083 – built 1970)  
Carson Creek Bridge (#25-0079 – widened 1965)  
Cameron Park Undercrossing (#25-0084L/R – built 1970)

Segments A & B of CA-ELD-856 H: I agree that both segments A & B are ineligible for inclusion in the NRHP because of severe loss of historic integrity.

I agree that the properties included in the following list of buildings, all located in Cameron Park, El Dorado County, qualify for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings and Altered Pre-1945 Buildings," updated by Interim Agreement to Post-1950:

3076-78-80-84 Garden Circle	Post-1950 fourplex residence
3088 Garden Circle	Post-1950 triplex residence
3094-96 Garden Circle	Post-1950 duplex residence
3102 Garden Circle	Post-1950 duplex residence
3114 Garden Circle	Post-1950 apartments
3122 Garden Circle	Post-1950 duplex residence
3128 Garden Circle	Post-1950 single-family residence
3132 Garden Circle	Post-1950 single-family residence
3180 Country Club Drive	Country View Villas, post-1950 apartments
3192 Country Club Drive	Post-1950 single-family residence, used as day-care center
3200-02-04 Country Club Drive	Cameron Park Community Services District, post-1950 government facility
3232 Country Club Drive	Post-1950 single-family residence
3240 Country Club Drive	Post-1950 single-family residence
3250 Country Club Drive	Post-1950 single-family residence
3254 Country Club Drive	Post-1950 single-family residence
3278 Country Club Drive	Post-1950 single-family residence
3286 Country Club Drive	Post-1950 single-family residence
3300 Country Club Drive	Post-1950 single-family residence
3306 Country Club Drive	Post-1950 single-family residence
3314 Country Club Drive	Post-1950 single-family residence
3328 Country Club Drive	Lady Bird Care Home, post-1950 commercial
3350 Country Club Drive	Country Club Professional Building, post-1950 offices
Country Club Drive	Inter-County Title Co., post-1950 offices

#### PROPERTIES IDENTIFIED BUT NOT EVALUATED

CA-ELD-585 H is multi-component site (CA-ELD-585H) that includes a historic family cemetery (the Railroad Cemetery, or Tong Family Cemetery), a tailings pile and mine shaft, a ditch segment, a rock structure, and a bedrock mortar station. The current project survey identified only the tailings pile within the project Area of Potential Effects (APE) and, as stated in the HPSR, the remainder of the site features are situated outside but adjacent to the APE.

As explained in the HPSR, CA-ELD-585 H was not evaluated because it is not within the project's area of direct impact (ADI) and the portion of the site that occurs within the APE and the established right of way (the tailings pile) is situated approximately 7 to 12 meters below the top surface of the traveled way and shoulder of US Highway 50. Along this portion of the project, all construction activities will occur only within the median, and the southern extent of the right of way (within which CA-ELD-585 H is located) will not be utilized since it is so far below the fill grade.

#### FINDING OF EFFECT

Having considered the foregoing recommendations I find that they are sufficient to warrant my concurrence in your finding that implementation of the undertaking, as presently designed, will have no adverse effect on historic properties. My concurrence in that determination is contingent upon your agreement to impose these protective measures as conditions on the undertaking [36 CFR § 800.5(b)]. Please indicate your agreement by executing the signature block below. My receipt of a copy of this letter bearing your signature will constitute satisfactory evidence of Section 106 compliance by the FHWA for this undertaking.

Your consideration of historic properties in the project planning process is appreciated. If you have any questions, please contact staff archaeologist Charles Whatford at (916) 653 - 2716 or [cwhat@ohp.parks.ca.gov](mailto:cwhat@ohp.parks.ca.gov)

Sincerely,

Original Signed by

Dr. Knox Mellon  
State Historic Preservation Officer

  
Michael G. Ritchie, Division Administrator, FHWA

Date: 11/28/01

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@chp.parks.ca.gov



December 28, 2000

Reply To: FHWA001204A

Mr. Michael G. Ritchie  
Division Administrator  
Federal Highway Administration  
980 Ninth Street, Suite 400  
Sacramento, CA 95814-2724

Project: **03-ED-US.50, 0.9/8.6; P33913; Proposed U.S. Highway 50 Median  
Widening, El Dorado Hills, El Dorado County, California**

Dear Mr. Ritchie:

In accordance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) has made findings of National Register eligibility and effect for properties located within the Area of Potential Effects (APE) of the undertaking cited above. You have asked for my comments on these findings.

**UNDERTAKING APE AND IDENTIFYING HISTORIC PROPERTIES**

FHWA's delineation of the undertaking's APE and its efforts to identify historic properties within this APE are satisfactory.

**PUBLIC PARTICIPATION**

FHWA's efforts to involve Native Americans and other members of the interested public in the consultation process for the undertaking are satisfactory.

**DETERMINATIONS OF NATIONAL REGISTER ELIGIBILITY**

P-9—945: In a letter dated March 18, 1999 I agreed that this isolated rock fence segment was ineligible for inclusion in the National Register of Historic Places (NRHP) due to a lack of integrity.

P-9—946: In a letter dated March 18, 1999 I agreed that this segment of 1940 U.S. Highway 50 (State Route 11) was ineligible for inclusion in the NRHP due to a lack of integrity.

I agree that the bridge structures included in the following list, designated Category 5 in the Caltrans Local Bridge Survey (1988), are all NRHP-ineligible because they are all less than 50 years old:

Latrobe Road Undercrossing (#25-0071L/R/S – built 1965)

Clarksville Road Undercrossing (#25-0072L/R – built 1965)





Bass Lake Road Undercrossing (#25-0073L/R – built 1966)  
Shingle Springs Overcrossing (#25-0074 – built 1969)  
Cambridge Road Overcrossing (#25-0083 – built 1970)  
Carson Creek Bridge (#25-0079 – widened 1965)  
Cameron Park Undercrossing (#25-0084L/R – built 1970)

Segments A & B of CA-ELD-856 H: I agree that both segments A & B are ineligible for inclusion in the NRHP because of severe loss of historic integrity.

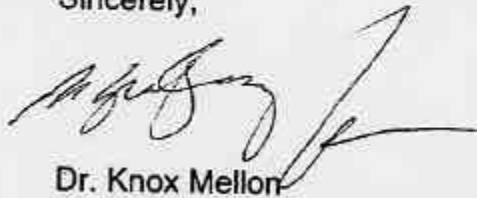
I agree that the properties included in the following list of buildings, all located in Cameron Park, El Dorado County, qualify for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings and Altered Pre-1945 Buildings," updated by Interim Agreement to Post-1950:

3076-78-80-84 Garden Circle	Post-1950 fourplex residence
3088 Garden Circle	Post-1950 triplex residence
3094-96 Garden Circle	Post-1950 duplex residence
3102 Garden Circle	Post-1950 duplex residence
3114 Garden Circle	Post-1950 apartments
3122 Garden Circle	Post-1950 duplex residence
3128 Garden Circle	Post-1950 single-family residence
3132 Garden Circle	Post-1950 single-family residence
3180 Country Club Drive	Country View Villas, post-1950 apartments
3192 Country Club Drive	Post-1950 single-family residence, used as day-care center
3200-02-04 Country Club Drive	Cameron Park Community Services District, post-1950 government facility
3232 Country Club Drive	Post-1950 single-family residence
3240 Country Club Drive	Post-1950 single-family residence
3250 Country Club Drive	Post-1950 single-family residence
3254 Country Club Drive	Post-1950 single-family residence
3278 Country Club Drive	Post-1950 single-family residence
3286 Country Club Drive	Post-1950 single-family residence
3300 Country Club Drive	Post-1950 single-family residence
3306 Country Club Drive	Post-1950 single-family residence
3314 Country Club Drive	Post-1950 single-family residence
3328 Country Club Drive	Lady Bird Care Home, post-1950 commercial
3350 Country Club Drive	Country Club Professional Building, post-1950 offices
Country Club Drive	Inter-County Title Co., post-1950 offices

FHWA's efforts to identify historic properties within the project's APE conform to applicable standards and the documentation provided is consistent with the requirements of § 800.11(d) for a finding of "no historic properties affected." Therefore, pursuant to § 800.4(d)(1), because I do not object to this adequately documented finding, your responsibilities under Section 106 are now fulfilled.

Your consideration of historic properties in the project planning process is appreciated. If you have any questions, please contact staff archaeologist Charles Whatford at (916) 653 - 2716 or [cwhat@ohp.parks.ca.gov](mailto:cwhat@ohp.parks.ca.gov)

Sincerely,

A handwritten signature in dark ink, appearing to read "Dr. Knox Mellon", with a long horizontal flourish extending to the right.

Dr. Knox Mellon  
State Historic Preservation Officer

## **APPENDIX C**

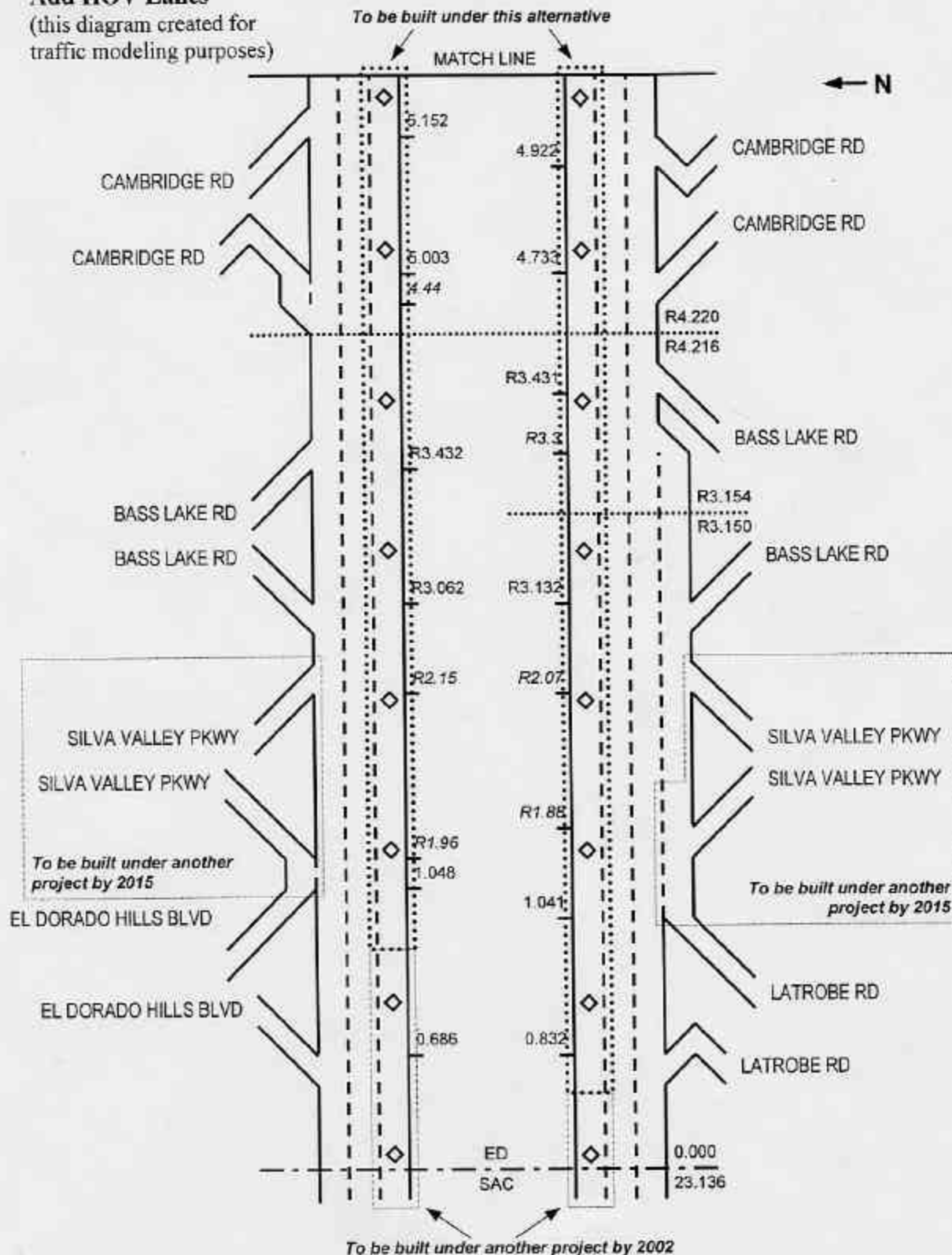
### **Lane Configuration Diagrams (Post Mile Locations)**

# LANE CONFIGURATION DIAGRAMS

**Figure 3a (converted from kilometers to miles)**

## Add HOV Lanes

(this diagram created for traffic modeling purposes)



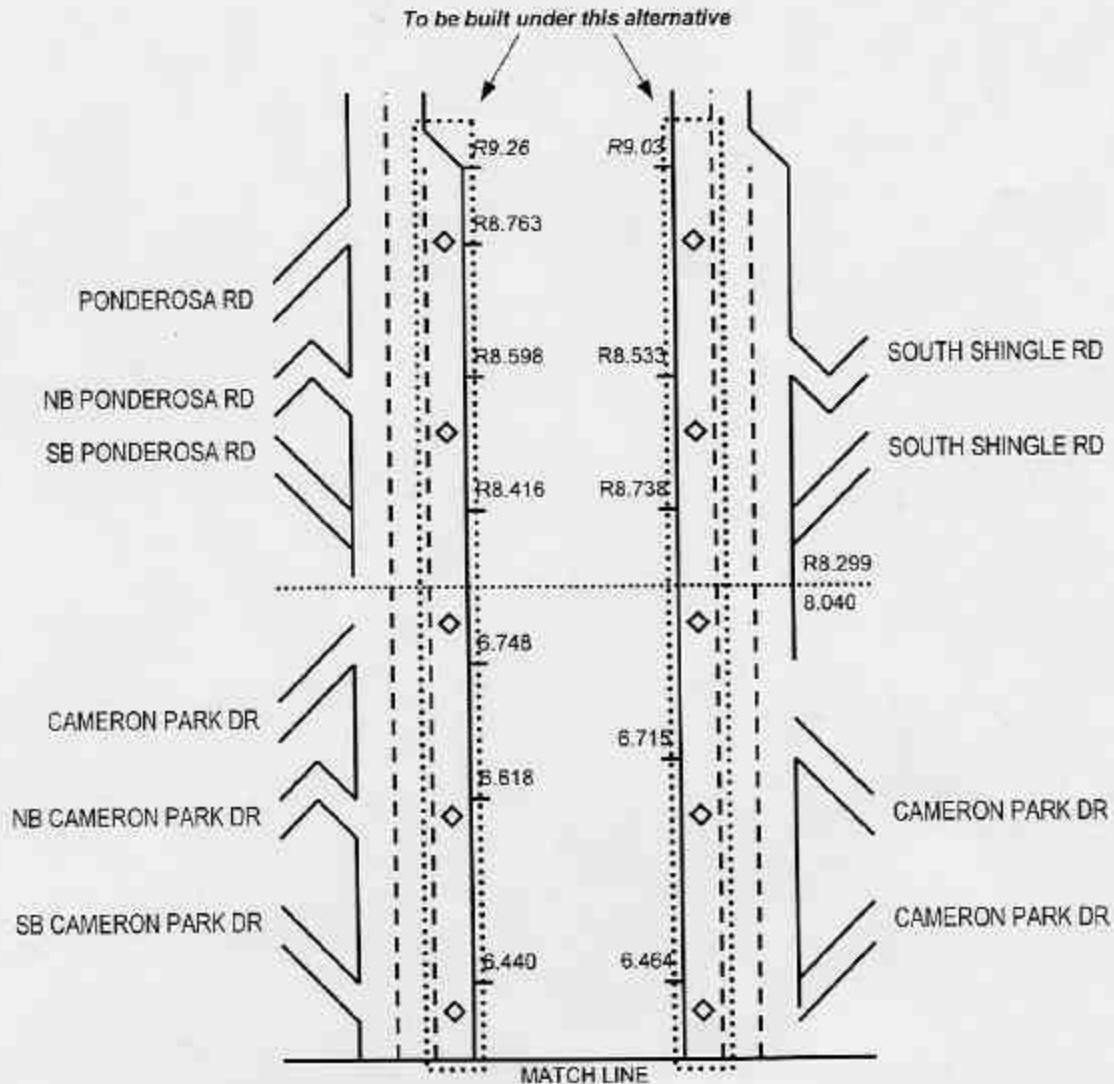
Not to scale. Numbers are Post Mile (PM), or distance in miles from the Sacramento/El Dorado County line  
*Italics denote estimated post miles.*

## LANE CONFIGURATION DIAGRAMS

**Figure 3b**

**Add HOV Lanes (converted from kilometers to miles), continued**  
(this diagram created for traffic modeling purposes)

← N



Not to scale. Numbers are Post Mile (PM), or distance in miles from the Sacramento/El Dorado County line. Italics denote estimated post miles.

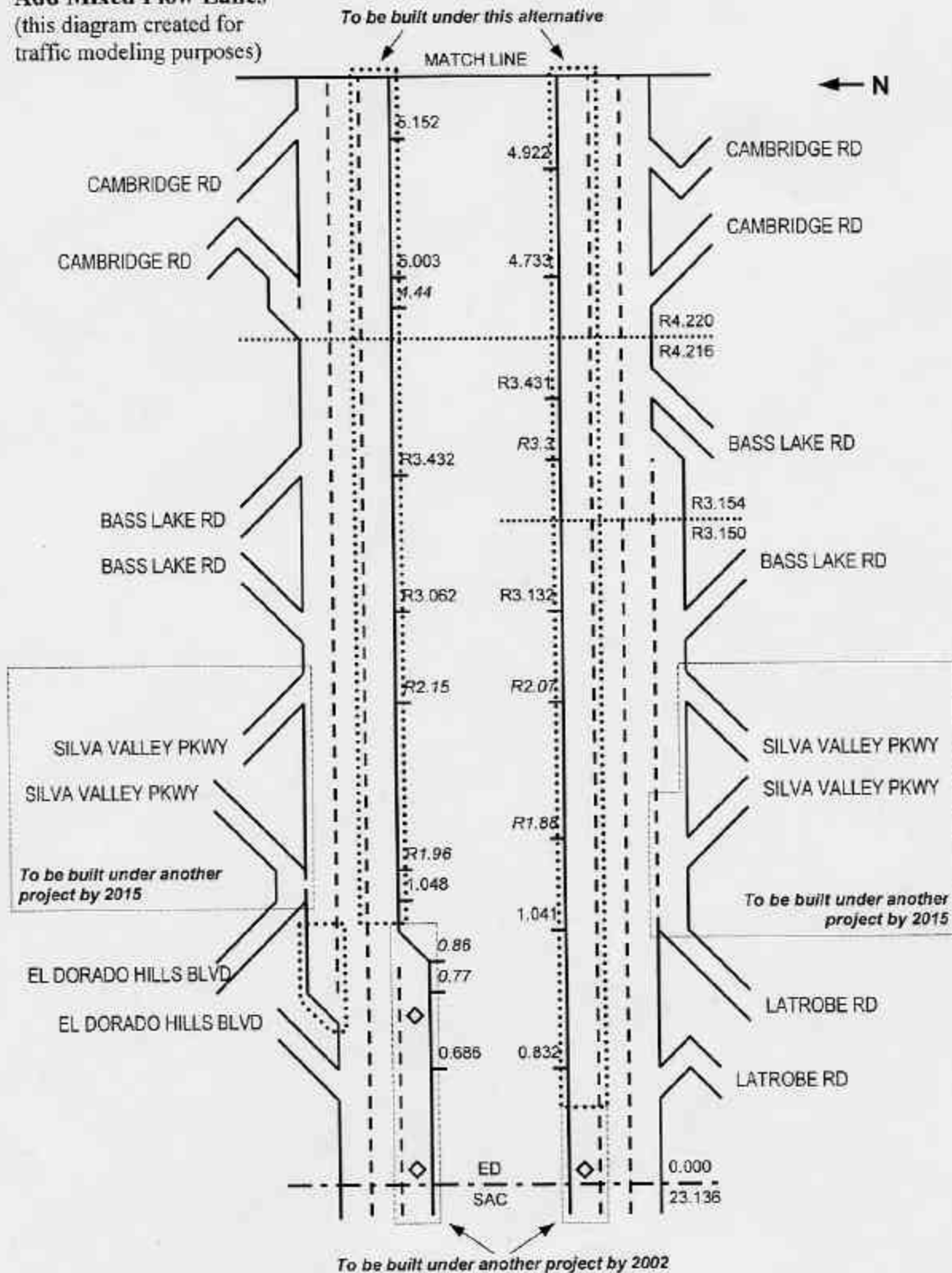
December 2001

# LANE CONFIGURATION DIAGRAMS

**Figure 4a (converted from kilometers to miles)**

## **Add Mixed Flow Lanes**

(this diagram created for traffic modeling purposes)



Not to scale. Numbers are Post Mile (PM), or distance in miles from the Sacramento/El Dorado County line. Italics denote estimated post miles.

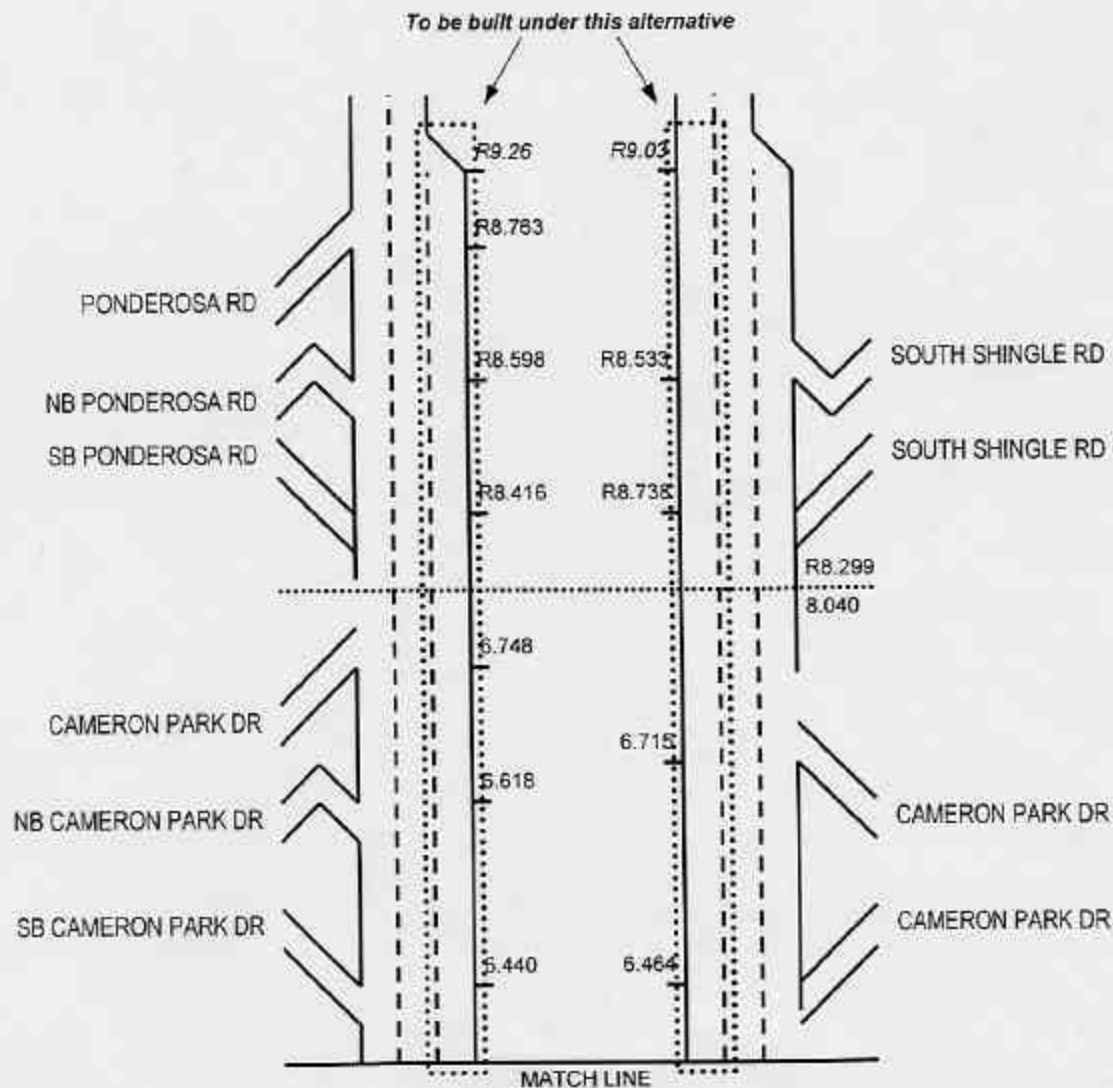
## LANE CONFIGURATION DIAGRAMS

**Figure 4b (converted from kilometers to miles), continued**

### **Add Mixed Flow Lanes**

(this diagram created for  
traffic modeling purposes)

← N



*Not to scale. Numbers are Post Mile (PM), or distance in miles from the Sacramento/El Dorado County line. Italics denote estimated post miles.*